

To: mwcd@surreycc.gov.uk

Subject: Planning Application SCC Ref 2017/0212

Dear Sir/Madam,

[Please supply some intro text stating that you wish to object to this planning application. Then raise those points from the list below (and/or any others!) which you feel most strongly about, rephrasing them in your own words - this is really important because the council will pay much more attention to all emails and letters which are individually authored]

- Major resulting impacts to traffic flows across Dorking, which currently struggle to handle existing volumes and are highly prone to gridlock from the most minor disruptions. Congestion resulting from HGV movements on Horsham Road will immediately back up onto South Street and then bring the one-way system to a standstill.
- Major and irreparable impact to the trees, banks and road surface of Coldharbour Lane, which is a historic sunken lane currently signposted as unsuitable for HGVs. It is absolutely unsuitable for 60 tonne crane carriers, 50 tonne drilling rig transporters, 18m articulated lorries and flatbeds carrying earth-moving machinery.
- The proposal to identify drilling rig transporter passing places in Coldharbour Lane to reduce local transport delays is nonsensical: there aren't any places where a car could pass a 50 tonne drilling rig in transit on Coldharbour Lane.
- The disruptions are likely to cause increased use of other backroads such as Logmore Lane, resulting in secondary damage there also.
- No Environmental Impact Assessment has been conducted for the Traffic Management Plan.
- Increased risk to road users: Europa's own traffic survey admits there is a high risk to cyclists of a serious accident on Coldharbour Lane.
- Road closures, delays and blockages are likely to endanger any residents who need emergency services.
- The road condition survey plan includes no details about temporary damage assessments such as that from soil deposits which pose a major risk to cyclists and motorbikes, or ice, diesel spills or wet leaves which might impact the traction of HGVs on the steepest sections of Coldharbour Lane during winter months.
- This plan is effectively just an addendum to the traffic management plan from 2014 which has already been rejected as completely unsuitable by the planning authorities.
- The justification for refusing to redo 3-D modelling of large HGVs passing up the sunken lane sections of Coldharbour Lane is based on totally unsubstantiated conjecture about the planning inspector's intentions. The current revision involves different, larger transportation than that which was presented at the last public inquiry. The claim that the inspector might regard the previous analysis as both adequate and relevant for the current proposal is absolutely groundless.
- The community engagement exercise conducted by the applicant has been a minimal token gesture only. The last time the Planning and Regulatory Committee considered a version of this proposal, the chairman instructed the applicant to speak to the local community and find out what the issues were. Not a single issue raised by local residents is identified and reported, let alone mitigated, in this proposal.

- The applicant states that Surrey Police are aware of this proposal. However, Surrey Police are not on the list of consultees advertised on the planning portal. How were Surrey Police made aware of this proposal? What was their response?
- The applicant must supply copies of their permission to use Cobham Services as a holding area so that the exactly wording of what has been agreed is clear to everyone on the Planning and Regulatory Committee.

[Please optionally supply some concluding text, emphasising why the application should be rejected.]

best regards

[Name]

[Full Address/Postcode - N.B. this must be included]